TH-57 AIRCRAFT MAINTENANCE

AND

CONTRACTOR LOGISTICS SUPPORT (CLS)

PERFORMANCE WORK STATEMENT (PWS)

6 February 2019

I - INTRODUCTION

1.0 The Department of the Navy (DoN) Program Executive Officer (Tactical Aircraft) (PEO(T)) PMA-273 Naval Undergraduate Flight Training Systems, and Chief of Naval Air Training (CNATRA) Command require contractor services, supplies and tasks for the maintenance and logistics support of the United States Navy (USN) TH-57B / TH-57C and any follow on TH-57 series (TH-57, unless necessary to delineate, hereafter) aircraft programs.

Throughout the entirety of this Performance Work Statement (PWS), the aircraft maintenance and Contractor Logistics Support (CLS) Contractor will be otherwise known and referred to as "Contractor." Acronyms and definitions of many terms can be found at sections XI and XII, respectively.

II – BACKGROUND

2.0 The TH-57B and TH-57C aircraft were purchased by the Navy between 1981 and 1985 as the Navy's helicopter training platform.

2.1 The mission of the TH-57 aircraft is to provide primary and advanced flight training for student rotary wing aviators and intermediate training for tilt rotor students. The primary flight syllabus teaches the fundamentals of helicopter flight including day/night familiarization and navigation. The advanced syllabus includes tactics, instruments, Shipboard, Search and Rescue Operations, and Night Vision Device Operations.

2.2 The TH-57 is a five-seat aircraft designed and manufactured by Bell Helicopter Textron, Inc. with a turbo shaft 250-C20 engine manufactured by Rolls-Royce. The TH-57 is commercially known as the "Bell Jet Ranger."

2.3 Approximately 118 TH-57 aircraft are based at Naval Air Station Whiting Field, Florida (NASWF), and two TH-57 aircraft are based at Naval Air Station (NAS) Patuxent River, Maryland. The Government reserves the right to increase or decrease the aircraft inventory under this contract to meet the Navy's Mission.

2.4 The aircraft are maintained in accordance with (IAW) the Federal Aviation Administration (FAA) approved Original Equipment Manufacturer (OEM) maintenance manuals and approved Navy Maintenance Publications when there is a conflict, Government manuals take precedence over OEM manuals.

III - SCOPE

3.0 The Contractor shall provide all logistics support services including labor, services, equipment, tools, direct and indirect materiel (unless otherwise delineated in this contract) required to support and maintain all Navy TH-57 aircraft, aircraft systems, and related support equipment located at NASWF and manage all TH-57 parts and material at NASWF and the satellite site at NAS Patuxent River, MD. In addition, the Contractor shall provide sufficient flight crew members (Functional Check Flight pilots and qualified observers qualified IAW M-3710.7 to support the flight operations scheduled and ordered by the Government.

Federal Regulations	
FED-STD-313	Federal Standard Material Safety Data, Transportation Data and Disposal Data for Hazardous Materials Furnished to Government Activities
JTR	Joint Travel Regulations
Title 14 CFR Part 145	Aeronautics & Space - Repair Stations
Title 14 CFR Part 27	Airworthiness Standards: Normal Category Rotorcraft
Title 14 CFR Part 29	Airworthiness Standards: Transport Category Rotorcraft
Title 14 CFR Part 43	Aeronautics & Space - Maintenance, and Alteration Preventative Maintenance, Rebuilding
Title 14 CFR Part 91	Airplane Flight Recorder Specifications
Title 29 CFR 1910.1200	Labor - Occupational Safety and Health Standard
Title 49 CFR 173	General Requirements for Shipments and Packaging
DoD Instructions	
CNRSEINST 4101.1	Navy Region Southeast Energy Management Program
COMTRAWINGFIVEINST 3140.2J	Destructive Weather Bill
COMTRAWINGFIVEINST 3140.1V	Aircraft Hurricane Evacuation Plan
DOD 4145.19-R-1	Storage and Materials Handling
DCMA-INST 1201	Corrective Action Process
DOD 5220.22M	National Industrial Security Program Operating Manual
DODD 5440.11	DOD Privacy Program
DODD 8500.01E	Information Assurance
DoDI 4140.01, Volumes 1-11	DoD Supply Chain Material Management Procedures
DoDI 4160.21.M	Defense Material Disposal Manual
DoDI 4161.2	Management, Control and Disposal of Government Property in the Possession of Contractors

CNATRAINST 13011.1F	Daily Aircraft Readiness Status Reporting
CNATRAINST 13650.1 series	Naval Air Systems Command Aircraft Maintenance Material Readiness List Program
CNATRAINST 13680.1F	Procedures for Naval Air Training Command Support
CNATRAINST 3140.4X	Aircraft Hurricane Evacuation (HUREVAC)
CNATRAINST 3700.2	Procedures for Procurement of Petroleum, Oil, Lubricants, Materials, and Services for Aircraft on Extended Flights
CNATRAINST 3750.23M	Naval Air Training Command Aircraft Mishap ALL and Hazard Reporting
CNATRAINST 4355.4B	CNATRA Guidance for conducting Surveillance of Contract Maintenance and Services
CNATRAINST 4614.1U	Uniform Material Movement and Issue Priority System
CNATRAINST 4790.15	Procedures for Authorization of Safe for Flight Certification
CNATRAINST 4790.28D	Electrostatic Discharge Damage Control/Protection Program
CNATRAINST 5239.3	CHIEF OF NAVAL AIR TRAINING COMMAND CYBERSECURITY PROGRAM
CNATRAINST 5442.8E	Maintenance Contractor OPNAV XRAY Reporting and Engine Transaction Reporting Procedures
COMNAVAIRFORINST 13650.3B	Aircraft Maintenance Material Readiness List Program
COMNAVAIRFORINST 4415.1	Series Supply Operations
COMTRAWINGFIVEINST 3710.8S	Training Air Wing 5 Rotary-Wing Operating Procedures Manual
DCMAINST 8210.1C	Contractor's Flight and Ground Operations
N/A	Mission Essential Sub-System Matrix
NASWFINST 11015.1	Natural Resource Management
NASWFINST 3140.1D	Aircraft Hurricane Evacuation Plan
NASWFINST 3750.3 series	Support Equipment Operator Certification/License

BHT-206A/B/L-SERIES-CR&O	Bell Helicopter Component Repair and Overhaul Manual
BHT-206A/B-SERIES-MM	Bell Helicopter Maintenance Manual
BHT-206-SRM-1	Bell Helicopter Structural Repair Manual
BHT-ALL-SPM	Bell Helicopter Standard Practices Manual
BHT-ELEC-SPM	Bell Helicopter Electrical Standard Practice Manual
BPS 4357	Bell Helicopter Process Specification Removal of Organic Finishes
CSSD-PSE-001	Bell Helicopter Chafing Control Guide
CSSD-PSE-87-001	Bell Helicopter Corrosion Control Guide
Rolls-Royce 10W2	M250-C20 Series Operation and Maintenance Manual
Rolls-Royce 10W3	M250-C20 Series Overhaul Manual
Rolls-Royce 10W4	M250-C20 Series Illustrated Parts Catalog
Navy Manuals & Regulations	
CNIC M-BASH	Commander Navy Installations Command (CNIC) Bird/Animal Aircraft Strike Hazard (BASH) Manual
NA 01-1A-1	General Manual for Structural Repairs
NA 01-1A-16	Nondestructive Inspections Manual
NA 01-1A-17	Aviation Hydraulics Maintenance Manual
NA 01-1A-20	Aviation Hose and Tube Maintenance Manual
NA 01-1A-21	General Composite Repair Manual
NA 01-1A-35	Aircraft Fuel Cells and Tanks Manual
NA 01-1A-503	Aeronautical Antifriction Bearings Maintenance Manual
NA 01-1A-505-1	Aircraft Electric and Electronic Wiring Installation and Repair Practices, Volume I
NA 01-1A-505-2	Aircraft Circular Electronic Connectors and Accessories Installation and Repair Practices, Volume II

NAVAIR 01-1A-509-4	Cleaning and Corrosion Control Volume IV - Consumable Materials and Equipment for Aircraft and Avionics
NAVAIR 01-1A-509-5	Cleaning and Corrosion Control Volume V - Consumable Materials and Equipment for Avionics
NAVAIR 01-1B-40	Weight and Balance Data
NAVAIR 01-1B-50	USN/USMC Aircraft Weight and Balance Control
NAVAIR 13-1-6 series	Aviation Aircrew Equipment Manuals
NAVAIR 13-1-6.7-2	Aircrew Personal Protective Equipment (Clothing)
NAVAIR 13-1-6.7-3	Aircrew Personal Protective Equipment (Helmets and Masks)
NAVAIR 13-1-6.7-4	Aircrew Personal Protective Equipment (Survival Vest and Aircrew Protective Armor Assemblies)
NAVAIR 15-01-500	Preservation of Naval Aircraft
NAVAIR 16-30PRC90-2	Organizational and Intermediate Maintenance with Illustrated Parts Breakdown, Radio Sets AN/PRC-90 and AN/PRC-90-2
NAVAIR 16-35AVS9-3	Intermediate Maintenance Manual with Illustrated Parts Breakdown Image Intensifier Set, Night Vision Type AN/AVS-9(V)
NAVAIR 16-35AVS9-4	Technical Manual Operator's and Organizational Maintenance Manual Image Intensifier Set, Night Vision, Type AN/AVS-9(V)
NAVAIR 17-1-114.1	Inspection and Proof load Testing of Lifting Slings for Aircraft and Related Components
NAVAIRINST 13640.1	Naval Aviation Metrology and Calibration Program

V- PERFORMANCE REQUIREMENTS

5.0 Operational Requirements Support

5.0.1 The Contractor shall perform a Flight Operations Program IAW BHT-206A/B-SERIES-MM and the Government provided supplemental maintenance manuals. The Contractor shall provide all logistics support services including labor, equipment, tools, and materiel (unless otherwise delineated in this contract) required to support and maintain all Navy TH-57 aircraft, aircraft systems, and related support equipment located at NASWF and manage all TH-57 parts and material at NASWF and the satellite site at NAS Patuxent River, MD.

5.0.2 The Contractor shall conduct flight line coordination efforts that shall include, but not be limited to, assisting aircrew and ensuring qualified plane captains are available for aircrew manning of aircraft.

5.0.2.1 The Contractor shall perform flight line functions for the aircraft, including, but not limited to, routine flight operations support for aircraft marshalling, parking, securing, aircraft fire guard, and assisting flight crews. The Contractor shall be responsible for the installation of the tie downs and covers, fueling, fuel sampling, defueling, and aircraft hot refueling.

5.0.2.2 Contractor launch and recovery procedures shall be conducted IAW NAVAIR 01-H57BC-1 (NATOPS). A final check for safety and integrity shall be performed prior to each aircraft launch including aircraft launches from hot refuel pits. Prior to takeoff and after landing, with the engine running, the plane captain shall: 1) visually inspect the engine and transmission compartments for leaks, Foreign Object Damage (FOD), and other hazards or discrepancies; and 2) ensure that all panels and cowlings are secure. The Contractor shall provide qualified personnel IAW NAVAIR 01-H57BC-1 (NATOPS), to ensure safe movement of aircraft, securing of aircraft including tie downs, use of windscreen, pitot tube, duct covers, and ground safety.

5.0.2.3 At a minimum, the Contractor shall provide the following number of combined Plane Captains/Flight Line Supervisors. The below numbers are specified in full time head counts. These personnel shall not be assigned collateral duties.

5.0.2.3.1 Plane Captains/Flight Line Supervisors: 79

5.0.3 The aircraft shall be maintained IAW the Government provided maintenance documentation in this Performance Work Statement and with Title 14 CFR Part 145 and Title 14 CFR Part 43. Repair

0X01. The variable flight hour price shall include the cost of all activities performed under this PWS to support DFS hours above the Fixed Flight Hours unless otherwise specified.

5.3 DAILY, TURNAROUND, AND POST-FLIGHT INSPECTIONS

5.3.1 Daily, Turnaround, and Post-Flight Inspections shall be conducted IAW NA A1-H57BC-MRC-100 and NA-A1-H57BC-MRC-300 to ensure the integrity of the aircraft, Safe For Flight (SFF), detect degradation or damage to the aircraft, and to determine the need for servicing (replenishment of fuel, oil, and other consumables expended during flight or after maintenance evolutions). OPNAV Form 4790/38 shall be utilized to document the inspections.

5.3.2 Repair of Organizational Maintenance Level (O-Level) discrepancies discovered during daily, turnaround, and post flight inspections shall be included in the Fixed Flight Hour or Variable Flight Hour CLINs as appropriate. Discrepancies shall be documented in NALCOMIS/OOMA IAW COMNAVAIRFORINST 4790.2 series.

5.3.3 The Contractor shall implement a company owned Wi-Fi system, not connected to any Government network, for use on the flight line and hangar facilities for use by Flight Line Supervisors and Plane Captains. The Contractor shall use the Wi-Fi enabled tablets to relay Daily, Turnaround, and fuel status and parking location information to Maintenance Control.

5.4 AIRCRAFT AVAILABILITY

5.4.1 The Contractor shall support the DFS issued by the Government. DFS is defined in Section XII. Attachments 6-7 are provided as an example of the general sequencing for the DFS, the level of effort for each day/period of time, and the number of lines to support the DFS as well as cold start requirements. The Contractor shall use the company's Flight Scheduling Tool software in support of the assignment of aircraft to the Daily Flight Schedule. The number of events will be determined by operations and published in the DFS. The Contractor's performance rating/grading will be determined by its ability to support the DFS. The attached examples illustrate two different operational tempos that could be used to develop the DFS. The Government will provide a 30 day notice for a change from one operational tempo to another. As stated, the actual DFS schedule shall dictate Contractor performance. Aircraft shall be pre-flighted, fueled, released SFF, and configured for the mission noted in the DFS IAW Mission Essential Sub-System Matrix (MESM). Aircraft shall be cleaned, systems serviced, and located on the required launch spot ready for crew preflight 1 hour prior to scheduled take-off time as annotated on the daily

Government uses the aircraft for the next two (2) consecutive days (two (2) days total, being 48 hours from the time of notification). If the cause of the aircraft maintenance is due to the non-routine conditions in paragraph 5.14.2, then the Contractor can count that aircraft towards the DFS for the next two (2) consecutive days after the aircraft is downed. The Contractor will not be decremented for missed or incomplete training events for two days if the aircraft is down for Government induced or non-routine maintenance.

For aircraft down due to Government induced maintenance or non-routine conditions outside of 400 miles"(including cross-country and other flights). If the aircraft cannot be recovered and made ready for the following day's DFS (consecutive days only), it will be considered that the Government uses the aircraft for the next three (3) consecutive days (three (3) days total, being 72 hours from the time of notification). If the cause of the aircraft maintenance is due to the non-routine conditions in paragraph 5.14.2, then the Contractor can count that aircraft towards the DFS for the next three (3) consecutive days after the aircraft is downed. The Contractor will not be decremented for missed or incomplete training events for three days if the aircraft is down for Government induced or non-routine maintenance.

Distance from NAS Whiting Field (200 miles and 400 miles) is measured as straight line distance from KNDZ (NAS Whiting Field TACAN).

5.4.6.1 For Relief Eligible Aircraft (mishap aircraft, aircraft in an Out of Reporting (OOR) status, aircraft awaiting repair due to lack of funds, aircraft in D level repair, or aircraft in non-routine conditional maintenance (IAW PWS 5.14.2) requiring more than 48 hours to repair), if the Contractor misses an event , the miss will be reconciled as required by CNATRA N4 Detachment. Credit will be given for the misses for the Type/Model/Series (T/M/S) up to meeting performance metric minimums or the number of Relief Eligible aircraft of that T/M/S whichever comes first.

5.4.6.2 Credit opportunity is as follows:

- One aircraft for use when NMCM is between 21% - 25% of status A30 (as defined in COMNAVAIRFOR 47890.2) aircraft
- Two aircraft for use when NMCM is between 20.1% - 22% of A30 aircraft
- Three aircraft for use when NMCM is between 15.1% - 20% of status A30 aircraft
- Four aircraft for use when NMCM is between 10.1 -

5.5.6 The Contractor shall support external load (hook) flights IAW NAVAIR A1-H57BC-MSM-000 and COMTRAWINGFIVEINST 3710.8S (Rotary-Wing Operating Procedures Manual) when scheduled. Preparation of TH-57B hook-equipped aircraft includes, but is not limited to, the removal and replacement of crew doors.

5.5.7 The Contractor shall provide hot refueling personnel for NASWF and two outlying fields (Spencer Field and Site 8/Site X). Normal operations require two hot refueling pits (trucks) at NASWF, one hot refueling pit (truck) at Spencer Field, one hot refueling pit (truck) at Site 8 and two hot refueling pits (trucks) at Site X after Site 8 is closed. The Contractor shall adhere to the requirements of BHT-206A/B-SERIES-MM, NA A1-H57BC-MSM-000 and NAVAIR 00-80T-109.

5.5.8 Fueling Operations at NAS Whiting Field Monday thru Friday:

- The Contractor shall man and operate hot-refueling Pit #1 and Pit #2 Monday thru Friday and shall be functionally ready to service aircraft one hour after the field opening until an hour prior to the field closure. Open/close times may vary seasonably as per base operating schedule.

5.5.9 Fueling Operations at OLF Site 8

Fueling Operations Monday thru Friday:

- Monday thru Friday, 0900-1700 Open/close times may vary seasonably as per base operating schedule. Close at listed time or sunset, whichever occurs first.
  - Number of estimated aircraft to be fueled each day: 35-45

5.5.10 Fueling Operations at OLF Spencer Field

Fueling Operations Monday thru Friday:

- Monday thru Friday 0800-1630 Open/close times may vary seasonably as per base operating schedule. Close at listed time or sunset, whichever occurs first.
  - Number of estimated aircraft to be fueled each day: 35-45 Aircraft

5.5.11 Fueling Operations at OLF Site X

Fueling Operations Monday thru Friday:

- Monday thru Friday 0900-1630 Open/close times may vary seasonably as per base operating schedule. Close at listed time or sunset, whichever occurs first.
  - Number of estimated aircraft to be fueled each day: 35-45 Aircraft

5.6 QUALITY.

5.6.1 Quality: The Contractor shall have no more than twenty four (24) CAR_{Maj} during the twelve (12) month evaluation period. The Contractor shall have no CAR_{Crit}, CAR_{Cure} or CAR_{Rep} during the twelve (12) month evaluation period. The CAR process will be administered by the Government in accordance with DCMA-INST 1201 series and CNATRAINST 4355.4 series. The Contractor's Quality Control (QC) Program shall provide for the

fails to meet contractual requirements.

5.6.9.2 The Contractor shall ensure execution of a specifically defined Customer Liaison Program that includes at least the following elements:

- Aircraft transfer acceptance/ferry crew briefing procedures.
- Customer familiarization/indoctrination with rework specifications and the extent of maintenance.
- Customer satisfaction/follow-up after the aircraft has returned to user activity.

5.6.10 The Contractor shall maintain and use cost data associated with quality as a management element of the quality program. The Contractor shall provide cost trend data in terms of cost related to process failures resulting in reprocessing and rework man hours, and use of consumables such as: hardware, fuel, oil, etc. The Contractor shall categorize and quantify contract impacts using the top-level metrics IAW AS9110C. The Contractor will recommend, but the Government shall determine, the specific quality cost data to be maintained and used.

5.6.11 Special Quality Program Requirements - The Contractor shall establish policies and procedures to meet the standards IAW COMNAVAIRFORINST 4790.2 series, for the following program requirements:

- Non-Destructive Inspections (NDI) Program
- FOD Prevention and Tool Control Program
  - The Contractor shall use the its SNAP-ON™ Automated Tool Control system, which electronically tracks who/what/when/where tools are checked out and in as part of the Contractor's Tool Control Program.
- Aircraft Compass Calibration Program
- Aircraft Preservation and De-preservation Program
- Hazardous Waste Management Program
- Fuel Contamination Program
- Aircraft Weight and Balance Program
- Aircraft Confined Space Program
- Cannibalization Control and Reporting program
- Property Control System
- Tools/Test Equipment Calibration and Maintenance

Plan and Enclosure 3, Applicable NA A1-H57BC-MSM-000, COMNAVAIRFORINST 4790.2 Series, NAVAIR 01-1A-509, NAVAIR 15-01-500.

- An NDI program that provides for qualified Level II technicians at the site IAW COMNAVAIRFORINST 4790.2 Series.
- Plane Captain Qualification Program - The Contractor shall train, qualify, and designate plane captains IAW COMNAVAIRFORINST 4790.2 Series.
- Safe For Flight Certification Program (SFFCP) for personnel qualified to sign off aircraft SFFCP IAW CNATRAINST 4790.15, COMNAVAIRFORINST 4790.2 Series.
- Support Equipment Operator Certification/License IAW NAVAIR 00-80T-96, COMNAVAIRFORINST 4790.2 Series. The Contractor shall verify that training, certification and qualification of technicians performing work on components remains current and consistent with that outlined in COMNAVAIRFORINST 4790.2 Series. Specifically, the Contractor shall ensure that requisite experience, training, and certification are appropriate for the tasks being performed.
- Certification of Contractor FCF Crewmembers – The Government will provide the initial and follow-on check-ride requirements for qualified Contractor FCF crewmembers IAW NAVAIR 01-H57BC-1.
- Initial Ordnance Qualification and Certification – The Government will provide assistance as necessary to the Contractor in establishing an initial ordnance qualification/certification program IAW OPNAVINST 8023.24.

5.6.13 Government Training Requirements – All Contractor employees shall complete Government specific training requirements, provided by the Government. This training includes, but is not limited to, Operational Risk Management (ORM), Anti-Terrorism, and other safety/security training as required by the host command. This training averages twenty hours annually per employee. Any expenses incurred by the Contractor to meet the Government's training requirements are part of the firm fixed price of this Contract.

5.6.14 Maintenance Safety Stand Down – Contractor shall conduct Maintenance Safety Stand Down on a semi-annual basis to review/discuss maintenance practices and procedures and ensure local corporate plans and policies meet the requirements of the contract. Any Maintenance Safety Stand Downs as the result of contractor negligence shall be conducted at the contractor's

C	Up to (FH_{AVG} + .33* FH_{AVG}) hours, but not A or B Band
D	Greater than (FH_{AVG} + .33* FH_{AVG}) hours

Each aircraft's flight hours are summed for a quarterly performance/evaluation period and compared to its respective T/M/S FH_{AVG} for that same quarterly performance/evaluation period. Aircraft are then categorized within the appropriate band (i.e., A, B, C, and D) in accordance with Table 5.6.2. All aircraft, irrespective of T/M/S, are summed by band. All bands are summed to determine total number of aircraft.

SLMM equation:

$$SLMM = \frac{(\#\text{ AIRCRAFT A Band}) + (\#\text{ AIRCRAFT B Band})(.9) + (\#\text{ AIRCRAFT C Band})(.7)}{(\text{Total \# of Aircraft}) + (\#\text{ AIRCRAFT D Band})}$$

EXAMPLE Calculation:

- Total flight hours (FH) flown for all TH-57Bs over the quarterly performance/evaluation period = 7500 FH
  - TH-57B FH_{AVG} = 7500 FH/44 TH-57B = 174.5 FH
  - Each TH-57 B's flight hours are then compared to the TH-57B FH_{AVG} and characterized into the appropriate band IAW table 5.6.2:
    - TH-57Bs in A Band = 16
    - TH-57Bs in B Band = 17
    - TH=57Bs in C Band = 8
    - TH-57Bs in D Band = 3
- Total flight hours (FH) flown for all TH-57Cs over quarterly performance/evaluation period = 12000 FH
  - TH-57C FH_{AVG} = 12000 FH / 73 TH-57C = 164.4 FH
  - Each TH-57C's flight hours are then compared to the TH-57 FH_{AVG} and categorized into the appropriate band IAW table 5.6.2:
    - TH-57Cs in A Band = 38
    - TH-57Cs in B Band = 20
    - TH-57Cs in C Band = 10
    - TH-57 Cs in D Band = 5
- Each Band's total # of AIRCRAFT is then summed:
  - # of AIRCRAFT in A Band = 54
  - # of AIRCRAFT in B Band = 37
  - # of AIRCRAFT in C Band = 18
  - # of AIRCRAFT in D Band = 8

SLMM = [(54) + (37)(.9) + (18)(.70)]/117+8) = 0.7992

5.8 **AIRCRAFT MAINTENANCE** - The Contractor shall perform O-, I- and D-Level scheduled, unscheduled, and conditional maintenance and inspections associated with

5.8.2.3. Outstanding corrosion discrepancies will count towards the 10 discrepancy limit. Discrepancies not repaired within the next Inspection Cycle, must be reevaluated and approved by the ACO for concurrence.

5.8.2.3 Corrosion Discrepancies: All corrosion discrepancies, whether found during specials or unscheduled, will be corrected no later than 28 days after date of discovery. The Contractor shall not defer scheduled inspections/preventive maintenance except as authorized by the CNATRA N4 TH-57 Class Desk TPOC and directed by the ACO.

5.8.3 Engine Ground Turn Operations - The Contractor shall perform ground turn operations required for scheduled and unscheduled maintenance actions to verify airworthiness IAW NAVAIR 01-H57BC-1, BHT-206A/B-SERIES-MM, NA A1-H57BC-MSM-000, Rolls Royce Operation and Maintenance Manual 10W2, and NAVAIRINST 3710.1F.

5.8.4 The Contractor shall perform engine and aircraft scheduled Flight Hour (FH) generated maintenance and inspections IAW Rolls Royce Operation and Maintenance Manual 10W2 & 10W3, NA A1-H57BC-MRC-000 PMIC , NA A1-H57BC-MRC-350, and NA A1-H57BC-MRC-400.

5.8.5 Monthly Maintenance Plan (MMP) - The Contractor shall prepare a MMP IAW COMNAVAIRFORINST 4790.2 Series and deliver the plan IAW CDRL A002. The MMP shall list projected significant maintenance commercial operating procedures, actions, and requirements for the next 90 days. Commercial operating procedures may be implemented, if approved by the ACO, and not in conflict with COMNAVAIRFORINST 4790.2 Series. The MMP shall meet COMNAVAIRFORINST 4790.2 Series requirements and shall also address:

5.8.5.1 Replacement Of Life Limited Items By Dd/Mm/Yyyy (Projected For 90 Calendar Days From Date Of Report)

5.8.5.2 Inspection Schedules

5.8.5.3 Strip, Repaint, and Corrosion Inspection Schedules

5.8.5.4 High Failure Items

5.8.5.5 Calibration Requirements

5.8.5.6 Weight and Balance Info

5.8.5.7 Personnel Re-qualifications

5.8.5.8 Personnel Certifications

5.8.5.9 Equipment and Support Equipment License Renewal

5.8.5.10 On-Site Contractor Personnel Actual Head Count

5.8.5.11 Contractor Management Contact Information

5.8.5.12 Signature Authorities

5.9.8 All ACI Noted But Not Corrected (NBNC) discrepancies must be corrected within 30 days or next phase inspection from date of return to NASWF, whichever comes first.

5.10 NAVAL AVIATION MAINTENANCE PROGRAM STANDARD OPERATING PROCEDURES (NAMPSOPS)

5.10.1 Foreign Object Damage (FOD) Prevention Program – The Contractor shall implement a FOD Prevention Program IAW Chapter 10 of COMNAVAIRFORINST 4790.2.

5.10.2 The Contractor shall develop, deliver, and implement a Corrosion Prevention and Control Plan (CDRL A005), IAW NAVAIR 01-1A-509 and Chapter 10 of COMNAVAIRFORINST 4790.2.

5.10.3 The Contractor shall perform touch-up painting, application of side numbers, model numbers, local command markings, placards, high visibility paint scheme touch-up and painting necessary to accomplish the approved Corrosion Prevention and Control Program (CDRL A005). The Contractor shall perform the aforementioned processes IAW BHT-ALL-SPM and Government released Paint and Marking drawings.

5.10.4 The Contractor shall utilize the base compass rose and perform on-aircraft compass calibration IAW MIL-STD-765 A.

5.10.5 The Contractor shall perform battery maintenance IAW NA A1-H57BC-MSM-000.

5.10.6 The Contractor shall conduct fuel sampling IAW BTH-206A/B-SERIES-MM, prior to releasing an aircraft as SFF.

5.11 GLOBAL POSITIONING SYSTEM (GPS) SUPPORT

5.11.1 The Contractor shall obtain and install 28-day subscription service updates to the North America GPS database for all TH-57 KLN-900 GPS receivers and GTN-650 GPS receivers. The Contractor shall also obtain and install updates to the GTN-650 Obstacle Database (6 times per year), the GTN-650 Safe Taxi Database (6 times per year) and the GTN-650 Terrain Database (as released).

5.11.2 The Contractor shall install local working area flight plans and waypoints as provided by the Training Wing Command.

5.12 OFF-SITE MAINTENANCE, MISHAP AND RECOVERY SUPPORT

5.12.1 The Contractor shall report to aircraft incident/accident sites when directed by the ACO. The Contractor shall be available on a 24-hour, seven day a week basis for this task.

5.12.2 Within 24 hours of ACO notification, the Contractor shall arrange for either an authorized maintenance vendor, such as a local Fixed-Base Operator (FBO), to perform the required maintenance, or to dispatch a Contractor team and supplies to perform the required off-site maintenance or recovery of downed aircraft.

5.12.3 The Contractor shall support incident/accident investigations as directed by the ACO.

NA 01-1A-1
NA 01-1A-8
NA 01-1A-9
NA 01-1A-17
NA 01-1A-20
NA 01-1A-21
NA 01-1A-35
NA 01-1A-503
NA 01-1A-505-1
NA 01-1A-505-2
NA 01-1A-505-3
NA 01-1A-505-4
LES/JX TH57-0001
LES/JX TH57-0002
SAE-AS50881
SAE-AS81714
SAE-AS81824
MIL-STD-464

5.13.3 Deferred maintenance shall be authorized by CNATRA N4 TH-57 Class Desk Technical Point of Contact (TPOC) and directed by the ACO.

5.14 CONDITIONAL MAINTENANCE

5.14.1 The Contractor shall perform O- and D-Level conditional maintenance on TH-57 aircraft. Routine conditional maintenance is included in the Fixed Flight Hour Contract Line Item Number (CLIN 0X01).

5.14.2 The following non-routine conditional maintenance actions are not covered under the Fixed Flight Hour CLINs and are included in the Conditional Maintenance CLIN. Engine depot level maintenance is excluded from the following paragraphs:

5.14.2.1 Repairs Due to Crash Damage - The Contractor shall conduct repairs in the event that crash damage repair is required for the aircraft as approved by the ACO.

5.14.2.2 Repairs Due to Over-Limit Conditions - The Contractor shall perform repairs to airframes, installed equipment, or components resulting from over-limit conditions.

5.14.2.3 Repairs Due to Fire or Uncontrollable Acts of Nature - The Contractor shall perform repairs due to fire or uncontrollable acts of nature, such as windstorm or hurricane damage, hail damage, bird strikes, or lightning strikes.

APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS.

5.16.1.2 The Contractor will provide all O-Level required parts and materials required to repair and maintain the engine in support of the operational schedule identified in Section 5.0. Additionally, the Contractor will provide all provisioning, warehousing, and repair/replacement of these parts.

5.16.1.3 The Contractor shall comply with Rolls-Royce Service Bulletins (SBs) when authorized by the ACO.

5.16.2 PRESERVATION AND SHIPPING

5.16.2.1 The Contractor shall preserve the TH-57 engines IAW Rolls Royce Operation and Maintenance Manual 10W2, identified in Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS.

5.16.2.2 The Contractor shall perform an engine material condition receiving inspection to ensure all components and records are inventoried and accurate and notify the CNATRA DET TPOC if any discrepancies exist.

5.16.2.3 The Contractor shall store/ship engines in an OEM approved shipping container IAW Rolls Royce Operations and Maintenance Manual.

5.16.3 DEPOT REPAIR AND OVERHAUL

5.16.3.1 The Contractor shall be responsible for coordination of engine Depot Overhaul and Repair with the Engine Contractor identified by the Government. Additionally, the contractor shall be responsible for preparation, documentation, packaging, and transportation to and from the Depot Facility.

5.16.3.2 For catastrophic or major engine damages, the Contractor shall deliver a request for engine overhaul, vice engine repair, IAW the P&E Report (CDRL A007). Upon ACO approval, the Contractor shall ship the engine for overhaul to the engine contractor identified by the Government.

5.16.3.3 The Contractor shall notify the ACO of all engines inducted for early repair for which the Contractor requests the Engine Contractor to repair/overhaul/replace components that have exceeded 80% of the Time Between Overhauls (TBO) IAW Repair P&E Report (CDRL A007) and obtain prior authorization from the ACO prior to shipment to the Engine Contractor identified by the Government.

5.16.4 OEM/DEPOT SUPPORT

5.16.4.1 The Contractor shall request assistance from the Engine

(ICRL), for all items listed in Section J, Attachment 4 & 5, Government Property List Individual Material Readiness List (IMRL)/ Non-IMRL Tab. If AIMD Pensacola does not have repair capability in the ICRL for the IMRL asset nor is there a Navy Depot Level capability, the Contractor shall coordinate repair with the OEM or an authorized OEM vendor repair facility.

5.17.2 The Contractor shall use AIMD Pensacola Field Calibration Activity (FCA) for calibration of all SE when calibration capability exists. If capability does not exist at AIMD Pensacola, the Contractor shall calibrate SE with the OEM. The use of 3rd party calibration facilities is only authorized when using calibration laboratories contained in the Navy Approved Calibration Sources List and authorized by SYSCOMs in accordance with OPNAVINST 3960.16.

5.17.3 Any equipment not expressly stated as being Government Property on Attachments 4 & 5 TH-57 Government Property shall be provided and maintained by the Contractor.

5.17.4 The Contractor shall identify and provide to the On-Site Government Representative (OGR), IAW MMP (CDRL A002), all items listed within Attachments 4 & 5 Government Property, Parts and Material P/N and NSN (Consumables and Repairable), that require Government calibration IAW NAVAIR 17-1-114.1.

5.17.5 The Contractor shall perform operator inspections and service IAW ANSI/NCSL Z540-3-2006 on Non-IMRL SE.

5.17.6 The Contractor shall provide, utilize, and maintain all motorized vehicles and Material Handling Equipment (MHE) required for the execution of this contract to include, but not be limited to, forklifts, pallet jacks, golf carts, and trucks. Purchasing fuel for this equipment shall be the Contractor's responsibility. The Government will provide access to purchase fuel from the Government (on-base fuel farm) for Contractor owned SE. The Government will not provide fuel for Contractor licensed vehicles. The Contractor shall provide a list of Contractor owned SE that will require Government fuel IAW CDRL A008. The Contractor shall establish a Job Order Number (JON) through the NASWF Comptroller for procurement of fuel for Contractor SE and other approved Contractor provided equipment. All motorized vehicles and MHE purchased by the Contractor in support of this contract are the property of the contractor and shall remain property of the contractor upon conclusion of this contract.

5.17.7 The Contractor shall perform maintenance and inspections on Aviation Life Support System (ALSS) equipment, aircraft first-aid kits, fire extinguisher and Night Vision Imaging System (NVIS) goggles, IAW: NAVAIR 13-1-6 series, COMNAVAIRFORINST 4790.2 Series, OPNAVINST 8023.24 Series, NAVAIR 13-1-6.7-2, NAVAIR 13-1-6.7-3, NAVAIR 13-1-6.7-4, NAVAIR 16-30PRC90-2, NAVAIR 16-35AVS9-3, NAVAIR 16-35AVS9-4,

component data is outdated or does not exist for a particular component, the Contractor shall obtain the information necessary to ensure the component conforms to acceptable design tolerances, material condition, and airworthiness requirements after repair. Requests for deviation from this requirement must receive prior approval by PMA-273 Program Office for Major (Class I) Changes IAW CDRL A010 and by the ACO for Minor (Class II) changes IAW CDRL A011. Data on the component, circumstances that prevent repair, and the proposed methods and/or repair procedures necessary for mitigation shall be included in the request. The ACO may issue approved instructions and/or guidance for component repair, testing, or overhaul.

5.18.4.1 Calibration, testing and certification of equipment, tooling, and facilities used to perform repair of components shall remain current and follow established procedures for calibration and testing as defined in COMNAVAIRFORINST 4790.2 Series and NAVAIRINST 13640.1, and the associated equipment and tool manufacturer.

5.18.4.2 Tools and special equipment used to perform repairs on components shall be of appropriate design and test equipment shall be capable of testing components as specified by the component manufacturer.

5.18.5 All requests for changes to the Not To Exceed (NTE) repair time on a component shall be delivered IAW Contractor's Component Repair Listing Change Request Report (CDRL A012) and shall become the basis for justifying changes to previously approved NTE repair times of components.

5.19 OBSOLESCENCE MANAGEMENT

5.19.1 The Contractor shall manage issues that may result in parts obsolescence or supplier mortality for TH-57 aircraft. The Contractor shall implement a proactive approach to mitigate obsolescence risks. The Contractor shall use predictive forecasting strategies, parts list screening, parts list monitoring, matching parts to the TH-57 environment across the vendor chain, and methodologies for tracking, reporting, and mitigating obsolescence. The Contractor shall be responsible for obtaining the necessary parts lists or Bill of Material to use the predictive forecasting strategies. The Contractor may establish agreements for the OEMs to perform the predictive forecasting, parts list screening and parts list monitoring. The Contractor shall develop and deliver an obsolescence parts management plan IAW CDRL A013.

5.19.2 The Contractor shall monitor and identify systems and components that have the potential to become obsolete or difficult to support. The Contractor shall identify replacements, alternate

DECKPLATE – Aircraft Inventory and Readiness Reporting System (DECKPLATE –AIRRS) as set forth in Chapter 5 Paragraph 5.3 of COMNAVAIRFORINST 4790.2C.

5.20.4 The Contractor shall complete Engine Transaction Reports (ETRs) using the Decision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) (http://www.navair.navy.mil/logistics/deckplate/).

5.20.5 The Contractor shall access the TH-57 DFS through the Government's Training Management System. The Contractor shall assign aircraft tail numbers in the Government's Training Management System, modify those assignments, and enter "Maintenance Remarks."

5.20.6 For the TH-57 aircraft in NALCOMIS/OOMA OIMA, the Contractor shall daily reconcile data from TIMS, enter Naval Flight Information Record (NAVFLIR) corrections and ensure NALCOMIS has the most up-to-date information.

5.20.7 Records and forms maintained by the Contractor related to maintenance, training, safety, HAZMAT are Government owned property. The Contractor shall maintain maintenance records and any other records IAW Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS. The Contractor shall return the above records and forms to the Government at the end of the contract and, upon request as prescribed in Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS.

5.20.8 Use NALCOMIS/OOMA to review/and process maintenance related requisitions, input and maintain current supply status on all outstanding requisitions.

5.20.9 Utilize a Material Control Register (MCR) or similar log to ensure proper documentation of transactions required to be entered into NALCOMIS/OOMA when the Supply NALCOMIS/OOMA system is inoperable (more than one hour).

5.20.10 Generate to NCMS/PMCS/Anticipated Non-Mission Capable Supply (ANMCS) report daily and validate/update supply status.

5.20.10.1 Ensure all outstanding requisitions have required estimated shipping dates and use standard Department of Defense (DoD) supply status code.

- Supply status codes BB, BP, BV and BZ shall include estimated shipping dates.
- Ensure all requisitions have valid supply status within 3 days after submission of the requisition.

part, system, aircraft, or unit.

5.21.1.8 Ensure that FAA certification data and documentation of parts is maintained and preserved for accountability and traceability.

5.21.1.9 Ensure the LMIS contains the following data fields.

5.21.1.9.1 Site

5.21.1.9.2 Government Property (Yes/No)

5.21.1.9.3 Contractor Owned Property (Yes/No)

5.21.1.9.4 Nomenclature

5.21.1.9.5 Part Number

5.21.1.9.6 Consumable or Repairable

5.21.1.9.7 National Stock Number (if applicable)

5.21.1.9.8 Unit of Issue/Unit of Measure

5.21.1.9.9 Repairable (Yes/No)

5.21.1.9.10 Requisition Objective (High Limit)

5.21.1.9.11 Requisition Reorder Point (Low Limit)

5.21.1.9.12 Stock Range %

5.21.1.9.13 Stock Depth %

5.21.1.9.14 Quantity on Hand

5.21.1.9.15 Quantity on Order

5.21.1.9.16 Quantity at Vendor Facility (Repairable Only)

5.21.1.9.17 Vendor Name Facility Location (Repairable Only)

5.21.1.9.18 Deficiency or Requisition Objection Percentage (Repairable Only)

5.21.1.9.19 Base Location (Include building number and room number)

5.21.1.9.20 Warehouse Location (All Government Property)

5.21.1.9.21 Requisition Document Number

5.21.1.9.22 Purchase Order Number

5.21.1.9.23 Requisition Supply Status

5.21.1.9.24 Purchase Order Status

5.21.1.9.25 Date of Requisition Supply Status

5.21.1.9.26 Estimated Delivery Date (EDD)

(Low Limit) for each consumable item to ensure sufficient assets are available to maintain operations. At a minimum, Requisition Objectives and Reorder Points for all consumable items will be conducted quarterly to ascertain if Requisition Objectives need to be adjusted based on demand. Order and Shopping Time, Turn Around Time (TAT), Procurement Lead Times and Operational Requirements. For Hazardous Material (HAZMAT), the Contractor shall utilize the NASWF Consolidated Hazardous Material Reutilization and Inventory Management Program (CHRIMP) and comply with NAVSIP P-722 guidance. Only requirements on the Authorized Usage List (AUL) shall be brought aboard a Government facility.

5.22.1.2 Repairables -- The Contractor shall maintain a Requisition Objective (high limit) and Reorder Point (low limit) for all repairables to ensure sufficient assets are available to maintain operation during periods of replenishment. Repairable Requisition Objective and Reorder Points will be computed and reviewed on a quarterly basis (January, April, July and October) to ascertain if the Requisition Objective needs to be adjusted based on demand, TAT, Procurement Lead Time and Operational Requirements. Based on the review, if it is determined that an increase in a repairable Requisition Objective is required, the Contractor shall submit an Allowance Change Request (ACR) for any repairable regardless of price to the CNATRA PA via the CNATRA DET IPMS.

5.22.1.3 The Contractor shall maintain the following off site Repair of Repairable supply management data and cost metrics.

5.22.1.3.1 Total number of days from BCM date to receipt date by supply NTE 3 days.

5.22.1.3.2 Date shipped to vendor for repair, NTE 3 days.

5.22.1.3.3 Date of contract award to repair component, NTE 14 days from receipt by supply.

5.22.2 The Contractor shall provide supply chain management to support all TH-57 parts and material requirements at NAS Patuxent River, MD as directed by the ACO.

5.22.3 Requisition/Ordering Procedures for NSN Items - The Contractor shall requisition all NSN items IAW CNATRAINST 4614.1U, NAVSUP Pub 409 and NAVSUP Pub 485. The Contractor shall obtain access to NAVSUP One-Touch and order

deliver a Property Management Plan IAW CDRL A015.

5.23.3 Government Property Inventory – The Contractor shall conduct a joint physical inventory of all GP during the transition in period, each fiscal year IAW with the approved Inventory Plan with the CNATRA DET IPMS, and at the end of the contract IAW Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS, or as directed by CNATRA N423 when inventory accuracy rate falls below the PWS requirement. The Contractor shall deliver the physical inventory in accordance with CDRL A016. The Contractor shall report Inventory Results for all GP IAW CDRL A017. CNATRA PA and CNATRA DET IPMS shall be notified via email within 24 hours of any damage to GP or facility.

5.23.3.1 Inventory Plan – The Contractor shall submit an annual inventory plan that includes all categories of GP IAW CDRL A018.

5.23.3.2 The Contractor shall maintain inventory accuracy rates as follows:

Inventory Segment	Inventory Accuracy Rate
a. Special Test Equipment	100%
b. Individual Material Readiness List	100%
c. Government Property	100%
d. Tools, Tool Boxes, Tool Pouches	100%
e. Flight Gear	100%
f. Government Furnished Material	98%
g. Calibration Standards	100%
h. Aviation Life Support System	100%

5.23.4 The Contractor shall maintain supply inventory IAW the following Supply Management Performance metrics:

Supply Readiness Goal	**Performance Metric**
Deficiency To Requisition Objective Depot Level Repairables	Zero Line Items
Range And Depth (Consumables) Range Depth	 80 % 77 %

Number of NCMS/PMCS off station requisitions:

Outstanding	Good	Yellow	Red Flag
0-36	37-60	61-84	85 PLUS

5.23.8 The Contractor shall produce and deliver (CDRL A021) Inventory Stock Level Adjustment Report to the CNATRA PA after completion of the Stock Level (High/Low Limit) calculations IAW Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS.

5.23.9 Stocking Level Change Request (SLCR): The Contractor shall submit SLCR IAW CDRL A022 to the CNATRA Property Administrator (PA) via the CNATRA DET IPMS for approval when ordering a consumable item when a change to the proposal high limit increases the total value of the inventory by $5,000 or more. For example, NALCOMIS High Limit: 10, Unit Cost: $1,000, Proposed High Limit: 20 ($1,000 x 10 equals $10,000). SLCRs which result in increases to the total value of the inventory by $5,000 or less are authorized and do not required CNATRA PA approval.

5.23.10 Contractor Owned Property (COP): The Contractor shall provide a complete inventory of all COP IAW CDRL A023. All COP shall be clearly identified and maintained IAW Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS. The Contractor shall submit an official letter to the CNATRA PA via the CNATRA DET IPMS to request commingling of Government property with COP.

5.23.11 RESERVED

5.23.12 Management of GP – The Government will provide the Contractor with an inventory of all GP at the time of contract award, as listed in Section J, Attachments 4 & 5 (TH-57 Government Property). Material condition and quantities listed are subject to fleet usage and thus variation to actual inventory will occur. The stock-level objective (high-low limits) established in Attachments 4 & 5, TH-57 Government Property is based on the current inventory. The Contractor shall conduct an in-depth analysis of the Government furnished inventory and make adjustments to maximize the efficiency and cost effectiveness of the inventory and deliver such adjustments IAW Status of GFE Report (CDRL A024). The PA shall be notified of net changes to the total value of the inventory which exceeds $5,000.00.

5.23.13 Excess Material – The Contractor shall deliver a listing of all excess material, both consumable and repairable, IAW Status of GFE Report (CDRL A024).

5.23.14 Repair of Repairables – The Contractor shall return repairable components to a serviceable condition by utilizing an

CNATRA PCLO to be in the best interest of the Government. The Contractor shall be responsible for transporting all items requiring disposal to the nearest DLA disposal site.

5.23.18 Contractor Provided Material –The Contractor shall justify and document each procurement action where a supplier is selected as the sole source for material required/procured under this contract IAW Contractor Provided Material Report (CDRL A026).

5.23.19 Request for Additional Government Property - At the beginning of the contract, the Government will provide an inventory of all Government Property (GP). The Contractor shall submit a purchase request to the CNATRA PA via the CNATRA DET IPMS to request additional GP that is not listed in Attachments 4 & 5. The Contractor shall develop a local Purchase Request Form and include it in the PMP. Requests for GP shall include vendor quotes, applicable Technical Publication pages, other reference pages, and detailed justification for the purchase of GP.

5.23.20 Security of Government Property

5.23.20.1 The Contractor shall:

5.23.20.1.1 Secure and safeguard all GP, including third-party property in which the Government has rights to and furnishes to the Contractor for the performance of this contract.

5.24 ON SITE SUPPORT

5.24.1 Transition Procedures

5.24.1.1 The Contractor will be afforded up to a 45-calendar day transition period. During this time the Contractor may prepare to assume the CLS responsibilities. The Contractor may observe the incumbent Contractor, interview maintainers, review spaces, and interview Government personnel, as needed. The Contractor may not interfere with the incumbent Contractor's daily activities.

5.24.1.2 Transition Plan (Entrance) - The Contractor shall prepare a Transition Plan that details all actions necessary to achieve full performance within 45 calendar days after contract award IAW CDRL A027. During the Transition period the Contractor shall hire, relocate, and train personnel, order materials, and inventory GP. The Contractor shall coordinate all matters associated with its assumption of the flight operations, maintenance, and logistics functions to enable performance IAW the requirements of this PWS.

book-to-floor & floor-to-book, physical inventory. The Contractor, along with the Follow-on Contractor and CNATRA DET IPMS shall conduct an inventory at each operating site. The inventory shall include verification of serviceability and availability of historical records and FAA parts certifications, as applicable. The contractor shall submit a copy of the inventory signed by the Contractor, Follow-on Contractor, and CNATRA DET IPMS. IAW CDRL A016. Packaging, Handling, Storage and Transportation (PHS&T) – The Contractor shall provide management of PHS&T associated with on-site material storerooms and IAW DOD 4145.19-R-1 and MIL-STD-129, and MIL STD-2073-1. The Contractor shall also conduct a joint inspection of all Government Furnished Facilities and Spaces in conjunction with the CNATRA IPMS to identify existing deficiencies.

5.24.2 Avionics Equipment – Avionics Equipment susceptible to damage from Electro-Static Discharge (ESD) and/or electromagnetic forces shall be handled IAW CNATRAINST 4790.28D and COMNAVAIRFORINST 4790.2 Series.

5.24.3 Handling and Storage of Explosives and Ordnance – The Contractor shall handle and store explosives and ordnance IAW NAVSEA OP5 and OPNAVINST 8023.24.

5.24.4 Disposability, Reuse and Degradability Packaging - The Contractor shall comply with current DoD environmental pollution prevention measures IAW DODI 4715.6, NASWFINST 11015.1 and OPNAVINST 5090.1C Appendices.

5.24.5 Packing, Handling, Storage and Transportation (PHS&T) of Hazardous and State Regulated Waste – The Contractor shall perform regulated and hazardous waste disposal action to include containerizing, marking, labeling and temporary storage of such waste generated as a result of their operations. The Government will be considered the generator of all wastes. This shall not obviate the Contractor's responsibility for the proper handling, use, storage and transportation to designated storage areas for disposal of all hazardous material/waste IAW regulations and local instructions, including but not limited to documents IAW Hazardous Waste Management Plan, NASWFINST 5090.2A.

5.24.5.1 Hazardous Material Storage – In addition to the environmental regulations and standards associated with hazardous material management, the Contractor shall handle and store chemical materials according to associated or compatible hazard class, as defined in NASWFINST 5090.2A and MIL-STD-129.

(Consolidated Hazardous Material Reutilization and Inventory Management Program and comply with NAVSUP P-722 requirements. Only material on the AUL shall be brought aboard a Government facility.

5.24.7 Safety. The Contractor shall establish, maintain, execute, and deliver a written plan for the prevention of accidents involving personnel, equipment and property. The Contractor shall deliver this plan IAW System Safety Program Plan (SSPP) (CDRL A028). The Contractor SSPP shall be in full compliance and adequate to meet all applicable base/local/state and federal Occupational Safety and Health Administration (OSHA) regulations, as they apply to Contractor facility operations. Prior to operating any vehicle other than emergency or flight support vehicles on the airfield, Contractor personnel shall comply with NASWFINST 3750.3P.

5.24.8 Reserved.

5.24.9 Safety Checks and Security After Normal Work Hours/Weekend/Holiday – The Contractor shall be responsible for site safety and security, preparing for inclement weather including, but not limited to, moving all aircraft into the hangar, to include flight line fire bottles, tie-down of aircraft, safe recovery and tie-down of returning aircraft, and stoppage of hazardous fuel and oil leaks 24 hours a day, 7 days a week, 365 days a year. The Contractor shall also provide security, including, but not limited to hourly safety checks of all aircraft and Government owned facilities, after the Contractor's normal working hours (including weekends and holidays).

5.24.10 Motor Vehicle Safety Procedures - Contractor personnel shall operate all motorized vehicles and MHE required for the execution of this contract IAW NASWFINST 3750.3 series, and all other applicable federal, state, local Government, and base regulations and laws.

5.24.11 Technical Library/Technical Publications Management

5.24.11.1 Technical Library – The Contractor shall establish, maintain, update and obtain required publication revision services for a Central Technical Publications Library (CTPL) IAW NAVAIR 00-25-100 including TDs, FAA, Airworthiness Directives (ADs), manufacturer's SBs, letters and instructions. The Contractor shall provide and update dispersed libraries, including CNATRA DETs and NAVAIR Program Office. Upon contract award, the Government will provide the initial technical library. Authorized Government personnel shall have access to all libraries. All publications are Government property

determination of the source of an issue identified by a pilot (government or contractor) to facilitate corrective maintenance. Evaluation flights are outside of the Functional Check Flight regime, and as such require GFR approval prior to conducting the evaluation flight.

5.24.16.1 The Contractor shall maintain all FCF checklists completed by the FCF pilots for a minimum of six months or one maintenance phase/cycle, whichever is greater.

5.24.16.2 The Contractor shall provide a minimum of one FCF pilot and one qualified observer, IAW NAVAIR 01-H57BC-1 (NATOPS) and NAVAIRINST 3710.1F (Ground and Flight Operations) for all FCFs.

5.24.16.3 The Contractor shall perform all aircraft recoveries to fly repaired TH-57 aircraft back NAS Whiting Field.

5.24.16.4 In the event of a disagreement between the Government FCF pilot and the Contractor relating to aircraft discrepancies, the decision of the Government Flight Representative (GFR) shall be final.

5.24.16.5 At a minimum, the Contractor shall provide a five (5) full-time Functional Check Flight Pilots assigned to the TH-57 CLS maintenance effort. This requirement is specified in heads.

5.25 CONTRACTOR USE AND UP-KEEP OF GOVERNMENT FACILITIES AND WORK SPACES

5.25.1 On-Site Visitations/Inspections – The Government shall have access to Contractor-occupied Government spaces to escort visitors and for inspections.

5.25.1.1 As directed by the ACO, the Contractor shall correct any violations identified during on-site visitations/inspections. Violations include misuse or mismanagement of all Contractor Furnished Equipment (CFE), Contractor Owned Property (COP), GP, and GFE.

5.25.1.2 The Contractor shall pay additional expense, fines or penalties as issued by oversight agencies incurred as a result of any act of Contractor violations of environmental requirements. Environmental mismanagement includes, but is not limited to, air, ground, or water contamination, inadequate record keeping or maintenance of environmental control equipment, negligence, and non-compliance or violation of federal, state or local laws, permits and regulations.

CLS work effort shall apply to all locations where the Contractor releases aircraft operational and maintenance support. The Contractor is responsible for the proper handling, use, storage and disposal of all hazardous and state regulated waste IAW Federal, State and applicable Host command instructions listed in Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS.

5.26.1 The Contractor shall:

5.26.1.1 RESERVED

5.26.1.2 Be subject to inspections/audits at any of its facilities by the base environmental office. The Contractor shall assist the Government in escorting any Federal or State regulators to the worksite in the event of an inspection or filed complaint. Correction of violations for other than GP shall be the responsibility of the Contractor. The Contractor shall be responsible for any additional expense, fines, or penalties incurred as a result of any act of Contractor violations of environmental requirements. The Contractor shall not pass on any expenses incurred from such violations to the Government under this or any other Government contract. Violations include, but are not limited to, air, ground or water contamination, inadequate record keeping or maintenance of environmental control equipment, negligence, and noncompliance, or violation of federal, state or local laws, permits and regulations.

5.26.2 Building Energy Monitor (BEM) – The Contractor shall comply with BEM requirements IAW CNRSEINST 4101.1, DODI 4715.6 and NASWFINST 11015.1. Every facility occupied by Contractor personnel shall have at least one BEM assigned. All employees shall complete annual energy conservation training.

5.27 AIRCRAFT PRESERVATION AND DE-PRESERVATION

5.27.1 Aircraft Preservation and De-preservation – The Contractor shall preserve aircraft and as directed by A1-H57BC-MRC-350 and COMNAVAIRFORINST 4790.2 Series. The Contractor shall perform the preservation and de-preservation of aircraft and engines IAW A1-H57BC-MRC-350, Rolls-Royce 10W2 M250-C20 Series Operations and Maintenance Manual, Bell BHT-206A/B-SERIES MM Bell Helicopter Maintenance Manual, and Bell BHT-ALL-SPM Bell Helicopter Standard Practices Manual.

5.27.1.1 The CNATRA DET shall be notified of all preservation, storage maintenance, and de-preservation requirements by serial number and date of compliance IAW Daily Aircraft Status Report

ACO within 24 hours. A completed Repair P&E Report (CDRL A007), and OAWR (CDRL A003) shall be delivered by the Contractor within five working days. Contractor shall not begin work without permission from the ACO.

5.28.2.2 The Contractor shall, within 24 hours of receipt, notify the ACO of any conditions that would prevent AFB TD or Commercial Document compliance and await guidance prior to performance associated with the AFB TD or commercial document.

5.28.2.3 In emergency situations (e.g., SOF, grounding of aircraft) the ACO will notify the Contractor of action to take by the most expedient means possible followed by written direction.

5.28.2.4 The Contractor shall notify the ACO via e-mail within 24 hours of receipt of FAA Airworthiness Directive (AD) or commercial documents.

5.28.3 Modification—Non-Recurring When directed by the ACO, the Contractor shall perform the verification for all TD Bulletins referenced in 5.28.2.1.1. When directed by the ACO, the Contractor shall provide all services required to develop modifications via ECP to aircraft structures, systems, and components. This effort shall include program management, planning, production, quality assurance, property control, back shops, documentation required, and liaison with the customer necessary to accomplish work under this line item and charged to Modifications – Non-Recurring CLIN 0X11.This effort shall be accomplished in the following manner:

5.28.3.1 Prototypes - PMA-273 will determine incorporation and applicability of modifications to individual aircraft.

5.28.3.2 Validations - Aircraft selection is for validation will be determined by PMA-273.

5.28.3.3 Verifications - Aircraft selection for verification will be determined by PMA-273.

5.28.4 Modifications – Production - The Contractor shall provide all services and material required to accomplish modifications via Contractor developed ECP to aircraft structures, systems, and components. Modification Kit - The Contractor shall purchase, assemble, manage, maintain inventory control, and issue TH-57 Modification Kits. This effort includes, but is not limited to, the following actions: upgrading, updating, compliance with PMA-273 approved bulletins, mitigate obsolescence and production and installation of modifications. The Contractor shall prepare and deliver written feedback upon completion of modifications

documented and delivered IAW Plan of Action and Milestones (POA&M) (CDRL A034) that details all actions required to return aircraft to flyable status as a result of the site activation, deactivation or relocation event. As part of the Monthly Status Report (CDRL A035), the Contractor shall demonstrate the ability to maintain a sufficient staffing level in order to accomplish the requirements of the PWS during site activation as well as following site activation, as aircraft deliveries continue to ramp up. A separate Request For Proposal (RFP) will be issued if this effort is required by the Government.

5.30 OTHER SUPPORT SERVICES

5.30.1 The Contactor shall provide the following support when directed by the ACO:

5.30.1.1 Under special circumstances, prepare aircraft or equipment awaiting shipment to another location.

5.30.1.2 Special alerts and emergency support to include hangar fire drills, testing of sprinkler systems and removal of aircraft during fires without endangering personnel.

5.30.1.3 Support the preparation of Change of Commands, as well as other ceremonies and events, to include, but not limited to, cleaning the hangar.

5.30.1.3.1 Support of Government requirements for static display aircraft at on-base and off-base approved locations in the local area. The Contractor will be required to load, transport, set up and return static aircraft within the local area as defined by 5.4.6 of this contract. Aircraft for static display shall be washed and cleaned. Aircraft is not required to be in an RFT status if it will be ground transported to and from display location.

5.30.1.3.2 Aircraft used for static display will count towards aircraft required to meet the FO+5 Aircraft Availability time, as defined in 5.6.5 of this document, for the day(s) the aforementioned aircraft is needed as a static display.

5.30.1.3.3 It is incumbent upon the Contractor to return the aircraft to NASWF. Static aircraft will not count against subsequent day's aircraft availability times, regardless of when the Contractor returns the aircraft to NASWF and readies it for flight.

and holidays due to inclement weather as determined and directed by NAS Whiting Field Severe Weather Plan.

5.30.1.8 Relocate maintenance spaces.

5.30.2 The Contractor shall support, participate in and comply with all Government mandated inspections. These inspections include, but are not limited to, facility inspections, Aviation Maintenance Management Team (AMMT) inspections, Naval Safety Center (NAVSAFECEN) inspections, Property Management assessments, Explosive Safety Inspections (ESI) and Quality System Evaluation as required IAW Section IV APPLICABLE DOCUMENTS, POLICIES, AND REGULATIONS.

5.30.2.1 The Contractor shall provide related documentation, participate in the audit process, and perform other tasks as required to complete the inspection process.

5.30.2.2 The Contractor shall develop and complete required corrective actions for all discrepancies noted during the inspection within the timeframe(s) stipulated during the inspection.

5.30.3 The Contractor shall attend meetings (as required), and conferences, Maintenance Engineering Logistics Reviews (MELRs), Program Management Reviews (PMRs), Joint Integrated Logistic Support Management (JILSM) and action groups annually, when required by Defense Contract Management Agency (DCMA) ACO, or CNATRA. Presentation materials required for these meetings shall be delivered per CDRL A050.

5.30.4 At any time during the life of this contract, when sufficient data becomes available on a task being performed five or more times as conditional maintenance, either the Contractor or the Government may request that a standard be established at a firm fixed price for that task and included in the contract.

5.30.5 Return of Inactive Aircraft to Active Status - The Contractor shall provide maintenance and support for return of aircraft to active status.

5.30.5.1 A separate Request For Proposal (RFP) will be issued if any return of inactive aircraft to active status is required by the Government.

5.30.5.2 Return of Aircraft to Active Status - When the Government determines that a need exists to return aircraft (stored at Davis- Monthan Air Force Base, Tucson, AZ or elsewhere) to serve in the CNATRA training fleet, the Contractor shall perform all activities required to return the identified aircraft to a safe flyable

MSM-000. The Contractor may be tasked by the ACO to obtain data from aircraft/system/subsystem OEMs and FAA engineering specialists.

5.31.6 The Contractor shall use the TH-57 REI Development and Submittal Requirements Standard Operation Procedure (SOP) to submit Requests for Engineering Information (REI) to the CNATRA Fleet Support Team (FST).

5.31.7 The Contractor shall provide aircraft and aircraft component information related to aircraft repair or modification history, damage status or any other information related to the configuration of a particular aircraft. The information shall be provided to a Government engineer at NAVAIR or the CNATRA FST as requested.

5.32 SMALL BUSINESS SUBCONTRACTING GOALS

5.32.1 The Contractor shall provide a Subcontracting Plan in accordance with FAR 52.219-9 and DFARS 252.219-7003 which complies with the fifteen (15) requirements presented in FAR 19.704. The Contractor shall have either a Government approved Comprehensive Subcontracting Plan or develop and execute an Individual Small Business Subcontracting Plan. If utilizing an Individual Small Business Subcontracting Plan, the plan should meet the overall small business utilization goal of 33%, which is a percentage of the total dollars planned to be subcontracted. The Contractor shall present current metrics regarding small business participation commitments and adherence to the overall subcontracting plan at Program Management Reviews (PMRs) per CDRL A050.

VI – REPORTS AND DATA DELIVERABLE REQUIREMENTS

6.0 **CDRLs** – All CDRL reports shall be delivered IAW the requirements stated in DD Form 1423.

6.1 **DATA ACCESSION LIST (DAL)** – The Contractor shall prepare and maintain a DAL IAW Data Accession List (CDRL A038).

6.2 **RESERVED**

6.3 **AIRCRAFT UTILIZATION REPORT** – The Contractor shall deliver an Aircraft Utilization Report IAW (CDRL A039). The report shall address preservation and cannibalization data, flight hours, and total landings by aircraft BUNO.

6.4 **FINANCIAL TRACKING** – The Contractor shall prepare and deliver the Contractor Funds Status Report (CFSR) (CDRL B001).

6.5 **COST REPORTING** – The contractor shall systematically collect and report actual contract costs in accordance with the Contract Work Breakdown Structure (CDRL B002), Cost Data Summary Report (CDRL B003), and Sustainment

provided in Section J, Attachments 4 & 5 (Government Property).

7.2 **CONTRACTOR USE OF GOVERNMENT REAL PROPERTY** – The facilities will be non-shared and shared. Non-shared facilities are provided exclusively to the Contractor. Shared facilities are under the control of the Government, but available for use by two or more Government and/or Contractor activities. Shared facilities also contain equipment that may be used by the Contractor, but is under the control of the Government or its agents. Conflicts concerning the use of shared facilities and/or equipment shall be referred to the OGR. Section J, Attachment 2lists non-shared and shared facilities for use by the Contractor.

7.3 **GOVERNMENT PROVIDED SUPPORT:**

7.3.1 Aircraft Mishap Reporting – The Government will secure records or removed aircraft components and/or subcomponents of aircraft to support accident or incident investigations.

7.3.2 Crash Damage Coordination - The Government will coordinate the recovery of crash damaged aircraft with the ACO. The ACO will provide details to the Contractor.

7.3.3 Parking – The Government will provide general parking to accommodate the vehicles of Contractor personnel.

7.3.4 Keys and Locks – The Government will provide keys and locks for furnished spaces. Upon initial turnover, the Government will change door locks if deemed necessary by the OGR to ensure security.

7.3.5 Utilities – The Government will provide on-base local telephone service and essential electricity, heating, water, sewage and air conditioning. Long distance and other non-local telephone shall be the responsibility of the Contractor. Internet services (other than NMCI) shall be the responsibility of the Contractor

7.3.6 Pest Control - The Government will provide pest control.

7.3.7 Trash Disposal – The Government will provide the use, pick-up, and emptying of dumpsters.

7.3.8 Hazardous Material Pickup – The Government will provide off station disposal of properly identified hazardous material and waste from designated areas at Government sites only.

7.3.9 Cross-Country Services – The Government is responsible for replenishment of fuel and oil as required.

7.3.10 Naval Aviation Survival Training (formerly Naval Aviation Physiology and Water Survival Training) - The Government will make available Naval Aviation Survival Training for Contractor personnel authorized to perform crew duties IAW CNAF M-3710.7.

7.3.11 Government Furnished Ground Support Equipment (GSE) Training – The Government will provide all required GSE training as required to support ground operations.

calendar days for Engine Overhauls and 150 calendar days for Engine Repairs. All RFI engines will be issued with a minimum Engine Release Life of 600 Hours and 1000 Cycles. The Government reserves the right to deviate from the minimum Engine Release Life of 600 Hours and 1000 Cycles and the deviation(s) notification will be provided by the ACO. Engine Release Life is defined as the number of Engine Hours/Cycles remaining until Depot Life Limited components have to be replaced. Depot Life Limited components are defined as those components that do not have replacement procedures identified in the Rolls-Royce 250-C20 Series Operation and Maintenance Manual 10W2.

7.5 **GOVERNMENT SPACES** – For any maintenance performed at NASWF, the Contractor shall perform maintenance in Government accessed spaces using Government-furnished utilities (including on-base telephone service only) as specified in Attachment 2 Real Property. Spaces in Attachment 2 Real Property, are typical and may be substituted with equivalent space at the Government's discretion. The Government will not provide office furnishings, office supplies, or office equipment.

7.6 **REAL PROPERTY REPAIR** – All work requests for maintenance or repair shall originate from the Contractor's designated on-site real property manager and shall be routed to the cognizant public works trouble desk via the OGR.

VIII TRAVEL REQUIREMENTS

8.0 The Contractor may be reimbursed for travel required to perform maintenance outside of a 50-mile radius of NASWF and shall submit travel costs IAW Joint Travel Regulations. The Contractor shall be reimbursed for emergent training requirements at the discretion of the ACO.

IX – INCIDENTAL MATERIAL

9.0 The Contractor shall obtain and maintain the appropriate amount of shop supplies to perform the maintenance requirements of the contract. The following types of general purpose costs required to conduct normal business operations shall not be a direct cost chargeable to this contract: the cost and associated costs for telephones and telephone charges, modems, typewriters, reproduction machines, word processing equipment, personal computers, computer software, internet access charges, facsimile machines, commercial carrier charges, pagers, and other general purpose office equipment and office supplies.

9.1 Common Administrative Materials - The Contractor shall provide common administrative materials (paper, printer ribbons, printer cartridges, etc.), which shall be replaced at the expense of the Contractor. This includes support materials for Government provided NALCOMIS/OOMA computers, printers, and ancillary equipment.

Online (NKO) http://www.nko.navy.mil; Defense Information Systems Agency (DISA) at http://iase.disa.mil; Total Workforce Management Service (TWMS) Website at https://twms.nmci.navy.mil; or requested copy of CD/DVD to be provided by Government.

10.4.3 Proof of requisite background investigation initiation (or provide proof of a current background investigation).

10.4.4 For job duties requiring a Common Access Card (CAC), Contractor personnel must meet established Government requirements to successfully obtain a Government CAC IAW with Attachment 10.

DoN	Department of the Navy
ECP	Engineering Change Proposal
EI	Engineering Investigation
ELT	Emergency Locator Transmitter
EPA	Environmental Protection Agency
EPCRK	Emergency Planning Community Right-to-Know
ESD	Electro-Static Discharge
ETR	Engine Transaction Report
FAA	Federal Aviation Administration
FBO	Fixed-Base Operator
FCF	Functional Check Flight
FH	Flight Hour
FMC	Fully Mission Capable
FO	Field Opening
FOD	Foreign Object Damage
GFE	Government Furnished Equipment
GP	Government Property
GFR	Government Flight Representative
GPS	Global Positioning System
GSE	Ground Support Equipment
HAZMAT	Hazardous Material
HRMR	Hazard Reports Maintenance Related
HURREVAC	Hurricane Evacuation
I	Intermediate
IA	Information Assurance
IAW	In Accordance With
ID	Identifier
IMRL	Individual Material Readiness List
IT	Information Technology
JDRS	Joint Deficiency Reporting System
JILSM	Joint Integrated Logistic Support Management
JON	Job Order Number
JSETS	Joint SARSAT Electronic Tracking System
MELR	Maintenance Engineering Logistics Review
MHE	Material Handling Equipment
MHMR	Mishaps Maintenance Related
MIS	Management Information System
MMAS	Material Management and Accounting System
MMP	Monthly Maintenance Plan
MSDS	Material Safety Data Sheet
NAC	National Agency Check
NALCOMIS	Naval Aviation Logistics Command Management Information System
NAMDRP	Naval Aviation Maintenance Discrepancy Reporting Program
NAS	Naval Air Station
NASWF	Naval Air Station Whiting Field

SCIR	Subsystem Capability and Impact Report
SE	Support Equipment
SFF	Safe For Flight
SFFCP	Safe For Flight Certification Program
SFFR	Safe For Flight Released
SLMM	Service Life Maintenance Management
SOF	Safety of Flight
SSPP	System Safety Program Plan
STDV	Standard Deviation
TAT	Turn Around Time
TBO	Time Between Overhaul
TD	Technical Directive
TH-57B/C	TH-57 Series (and any follow on TH-57 Series, unless necessary to delineate, hereafter)
TIMS	Training Information Management System
TPDR	Technical Publication Deficiency Report
TWMS	Total Workforce Management Service
UM	Sustainment Metric
USE	Unique Support Equipment
USN	United States Navy
MAF	Visual Information Display System/Maintenance Action Form

Bulletin	A bulletin TD directs a one-time inspection to determine if a given condition exists and specifies what action shall be taken if the condition is found. It may contain instructions for corrective action using approved repair procedures, provided no change in configuration is involved; or it may require issuance of a change TD to remedy a deficiency.
CAR_{CURE}	Number of Level 3 or 4 Corrective Action Requests.
CAR_{CRIT}	Number of Level 2 Corrective Action Requests that have been generated in response to a serious maintenance deficiency that are classified as safety of flight.
CAR_{MAJ}	Number of Level 2 CARs that have been generated in response to a maintenance deficiency that does not impact safety of flight.
CAR_{REP}	Number of CARs that were previously generated and not corrected by contractor, then found in subsequent quality events
Catastrophic Failure	Applies only to Over & Above cost to repair Engines when cost to repair exceeds 80% of the replacement cost.
Conditional Maintenance	Conditional maintenance requirements are unscheduled events required as a result of specific over-limit condition or as a result of circumstances or events which create an administrative requirement for inspection.
Critical Application Item (CAI)	Item is essential to weapon system performance, operation or mission or the item is essential to the preservation of life or safety of operating personnel.
Cross-Country Flight	A flight that either does not remain in the local flying area or remains in the local flying area and terminates at a facility other than an active military facility. (CNAF M-3710.7)
Daily Flight Schedule (DFS)	Daily Flight Schedule: A detailed assignment released and approved by each Squadron Commanding Officer of Instructor Pilot, Student Naval Aviator(s), brief time, take-off time, landing time, flight duration and curriculum tasks to be accomplished during the flight. The Daily Flight Scheduled is built in accordance with COMTRAWINGINST 1550.1A CH-4, Appendix C.
Data	All management, scientific engineering and logistics information, reports, and documentation which are required.
Defect	Any non-conformance of a characteristic with specified requirements.

Event	A scheduled mission on a specific flight or simulator. Events define what the Student, Instructor, Instructor Under Training (IUT) and/or the passenger's mission is. Events can be either a training evolution (e.g. C4101) or a non-syllabus event (e.g., Form lead). Sub-lines shall have events if training is to be conducted on that flight. If no training is to be conducted, the sub-line should have a "none" in the event. The term mission is interchangeable with an event.
Flight	A single line on the TIMS schedule with a takeoff and full stop landing. There can be multiple events and/or missions during a single flight.
Fully Mission Capable (FMC)	The condition status that indicates the aircraft is capable of safe flight and can perform all the prescribed missions or training events required by the applicable Minimum Equipment List (MEL)/MESL/Mission Essential Sub-System Matrix (MESM).
Functional Check Flight (FCF)	Functional check flight made in order to certify systems' integrity and verify that aircraft system performances meet Government-approved criteria.
Government induced maintenance	Non-routine maintenance caused by Government pilots. These include crash damage and hard landings (5.14.2.1, 5.14.2.6), over-torques, hot starts (5.14.2.2), FOD introduced by the aircrew (5.14.2.8), and sudden stoppage caused by the aircrew. (5.14.2.5)
Hot Refueling	An operational evolution where an aircraft is refueled while the engine and rotors are operating.
Hot Refueling Pit	The location on the airfield or outlying field (OLF) that contains the refueling equipment to hot-refuel the helicopters.
Hot Seating	An operational evolution where the pilot/crew of an aircraft is changed while the engine and rotors are operating and the aircraft is to be immediately relaunched.
Inspect or Check	An examination of an item to determine identity, condition and proper installation.
Mandatory Replacement of Parts & Materials	Parts that are always (100% of the time) replaced regardless of their condition.
Maintenance Engineering Directive (MED)	USN-peculiar changes to maintenance procedures directed by the Program Management, Air (PMA) team and deemed technically necessary by the Lead Engineer.
Mission Capable (MC)	MC is defined as the sum of Fully Mission Capable (FMC) and Partial Mission Capable (PMC).

Program Management Office (PMO)	General term used throughout this PWS to refer to the United States Air Force (USAF) Government Program office.
Ready for Issue (RFI)	See "Serviceable"
Ready for Production	Is a mission capable aircraft with all inspections and servicing complete that is ready for immediate release as "Safe for Flight" and assignment to the flight schedule
Real Property	Real Property means land and rights in land, ground improvements, utility distribution systems, and buildings and other structures. It does not include foundations and other work necessary for installing special tooling, special test equipment, or plant equipment.
Repair	The restoration or replacement of materiel parts or components as necessitated by wear and tear, damage, failure, or the like, in order to maintain the specific item of materiel in an efficient operating condition.
Repairable	Any system which can be repaired and returned to service.
Reporting Time (RT)	The total time in which an aircraft is either mission capable (MC) or not mission capable (NMC).
Requisitioned Government – Property (RGP)	Requisitioned Government Property (RGP) is to be used to specify Government Property authorized for contractor requisition from DoD supply sources.
Safe for Flight (SFF)	The material condition of an aircraft which, considering mission requirements and environmental conditions, permits it to be launched, flown and landed safely and ensures the aircrew has, as a minimum, the operable equipment for safe flight required by: NAVAIR 01 Series Manual, Aircraft NATOPS; CNAF M-3710.7, General NATOPS; and MESM (provided on COMNAVAIRFOR'S web portal), Subsystem Capability and Impact Reporting (Safely Flyable Column).
Safe for Flight Certification	The decision process performed by authorized and designated personnel that certifies all W&B requirements have been satisfied, all applicable MRCs have been complied with (or a deviation has been attained from the appropriate authorities), all previously known discrepancies that precluded safe flight have been corrected, and all known discrepancies (evaluated separately and collectively) do not preclude safe flight.
Safety of Flight (SOF)	Defects that could possibly cause harm to personnel and/or result in failure of equipment, supplies, and services; or to materially reduce the usability of the equipment, supplies, or services for their intended purpose.

Validation	An engineering process by which the originator accomplishes all tasks required by a proposed change to ensure all modified items function as intended.
Verification	The process for determining the accuracy and adequacy of a proposed TD and reporting results to the preparing activity. Verification is the actual installation of change kids, incorporation of changes or performance of inspections by personnel of the prescribed skill, using a proposed TD, support equipment and special tools available at, and in any environment comparable to, the average service facilities of the lowest authorized compliance maintenance level.
Up-Gripes	All pending uncorrected maintenance discrepancies EXCLUDING TDs, pending inspections, corrosion gripes, and awaiting parts (AWP) gripes.
Working Day	All days when the Government directs work to be performed